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Message Text

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ORIGIN EB-08

INFO OCT-01 ARA-14 ISO-00 CAB-05 CIAE-00 COME-00
DODE-00 DOTE-00 INR-10 NSAE-00 FAA-00 L-03 PM-05
H-02 NSC-05 PA-02 SP-02 SS-15 ICA-20 /092 R

DRAFTED BY EB/OA/AVP:GGGRIFFITHS:JH
APPROVED BY EB/OA:MHSTYLES
EB/OA/AVP:AJWHITE
CAB:JKISER
ARA/AND/B:DTOYRYLA
----------110566 250954Z /17
R 250729Z MAY 78
FM SECSTATE WASHDC
TO AMEMBASSY LA PAZ

UNCLAS STATE 132996

E.O. 11652:N/A

TAGS: EAIR, BL

SUBJECT:BOLIVIA REPORTEDLY SIGNS MULTILATERAL CONVENTION
ON INTERLINE TRAFFIC OF PASSENGERS AND CARGO

REF: LA PAZ 3739

1. LAB ADHERENCE TO MULTILATERAL CONVENTION ON INTERLINE PASSENGER AND CARGO TRAFFIC, MAY REQUIRE CHANGES IN THE AIRLINE'S CHARGES FOR PASSENGER AND FREIGHT TRANSPORTATION. WHETHER OR NOT SUCH CHANGES OCCUR WILL DEPEND ON THE FARES IN EFFECT ON THOSE SEGMENTS WHERE LAB INTERLINES. END SUMMARY.

2. INTERLINING IS THE PRACTICE WHEREBY ONE AIRLINE CAN TICKET A PASSENGER TO ANOTHER DESTINATION USING SEVERAL AIRLINES BECAUSE THE FIRST AIRLINE, FOR EXAMPLE, DOES NOT
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FLY ALL THE ROUTES THE PASSENGER DESIRES. INTERLINING IS A FACILITATIVE SERVICE DESIGNED FOR CUSTOMER CONVENIENCE. HOWEVER, LAB ADHERENCE TO CONVENTION MAY REQUIRE IT TO USE IATA FARES IN SOME CASES. PORTIONS OF CONVENTION RELEVANT TO FARES FOR PASSENGERS, AND RATES FOR CARGO ARE AS FOLLOWS:
PASSENGER FARES QUOTE NO PARTY SHALL ISSUE TICKETS, OR

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MCO'S COVERING CONNECTING TRANSPORTATION OVER THE LINES OF
IATA AND NON-IATA AIR CARRIERS AT LESS THAN THE APPLICABLE
IATA THROUGH FARES OR CHARGES. UNQUOTE
CARGO RATES QUOTE NO PARTY SHALL ISSUE AIR WAYBILLS
COVERING CONNECTING TRANSPORTATION OVER THE LINES OF IATA
AND NON-IATA AIR CARRIERS AT LESS THAN THE APPLICABLE
IATA THROUGH RATES OR CHARGES.

3. QUESTION OF WHETHER LAB WILL NOW HAVE TO ADOPT IATA
FARES CANNOT BE ANSWERED FULLY IN THE ABSTRACT. WHAT FARE
WILL RESULT WHEN LAB INTERLINES WILL DEPEND ON SEVERAL
FACTORS, AMONG WHICH ARE THE LEVELS OF LAB AND OTHER IATA
AIRLINES' FARES FOR THE DIFFERENT SEGMENTS OF THE ENTIRE
FLIGHT, AND THE IATA DIRECT FARE, IF THERE IS ONE FOR THE
ENTIRE FLIGHT. HOWEVER, IT IS ENTIRELY POSSIBLE THAT
LAB MAY HAVE TO CHANGE SOME OF ITS FARES IN CERTAIN
CIRCUMSTANCES. FOR ROUTES WHERE LAB DOES NOT INTERLINE,
ADHERENCE TO THE CONVENTION HAS NO EFFECT ON THE RATES
LAB MUST CHARGE.

4. CONVENTION IS ACTUALLY A BOOK OF OVER 100 PAGES, MOST
OF WHICH CONCERNS OPERATIONAL MATTERS AND WOULD BE OF
LITTLE USE OR INTEREST TO EMBASSY. IT WILL NOT MAKE
ANYBODY'S BEST SELLER LIST. RELEVANT PASSAGES ON FARES
HAVE BEEN CITED IN FOREGOING. IF EMBASSY FEELS COPY IS
ESSENTIAL, DEPARTMENT WILL POUCH ONE. HOWEVER, LACK OF
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COPY WILL NOT GRAVELY DEPRIVE EMBASSY LIBRARY. CHRISTOPHER

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Legacy Key: link1978/newtext/t19780518/aaaaapfz.tel
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Office: ORIGIN EB
Original Classification: UNCLASSIFIED
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Review Content Flags:
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